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CLASSIFICATION SECRET/CONTROL/US OFFICIALS ONLY	
COUNTRY <u>Soviet Zone of Germany</u>	REPORT
TOPIC <u>Zerbst Airfield</u>	25X1
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EVALUATION 	PLACE OBTAINED 25X1
DATE OF CONTENT 	
DATE OBTAINED 	DATE PREPARED <u>19 July 1950</u> 25X1
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REMARKS _____	
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- ☐ 1. There was no flying at the Zerbst (M 52/D 98) airfield between 7:30 a.m. and noon on 26 May 1950. It was raining slightly and visibility was poor. Some conventional fighters, and about 10 jet fighters with swept back wings and with red flaps covering the air intakes, were standing in front of the closed hangars. Soldiers wearing black-bordered blue epaulets, some with silver and others with golden propeller insignia, an air force colonel with golden epaulets, and soldiers wearing red-bordered black epaulets were seen on the approach road to the field. Tank truck trucks were also observed on the road. (1)
2. Four AAA guns of about 70 mm caliber were emplaced on the southwestern edge of the field. A radio cabin with four radio masts, each about 10 meters high, was about 200 meters east of the AA emplacement. (2) From the field a new three-strand radio line was erected to the customs mill. Truck was near the mill. The radar set previously seen there was removed. (3)
- ☐ 3. In early June 1950, two large wooden cantonment buildings were being built on the edge of the woods inside the wooden fence and north of the barracks area at the field.
4. The sky was clear between 10 and 10:45 a.m. on 5 June 1950. Formation flights of three groups of jet fighters and one group of conventional fighters were seen.
5. The weather was clear at 10 a.m. on 6 June 1950 and jet

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fighters practiced group flying. The interval between the planes was about double the wing span. Night flights with individual jet fighters were observed for the first time on the evening of 6 June 1950. (4) The planes had green, red and white navigation lights and took off at 10:15, 10:45, 11:15, 11:20, 11:25, 11:31 and 11:36 p.m. A rotating beacon light at the field was in use.

6. Formation flights over the field were made by four jet fighters at 10:15 a.m. on 8 June 1950. The planes flew at an altitude of from 500 to 600 meters. The distance between the individual planes was about half a wing span. There was no flying in the evening although the weather was favorable.
7. The sky was overcast at 10 a.m. on 9 June 1950 and no flights were made. Changes in the occupation of the field were not observed. A twin-engine courier plane coming from east-northeast arrived daily at about 11 a.m.

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8. A jet fighter crashed at the field on 22 May 1950.
9. There was much day and night flying between 23 May and 9 June 1950, including flying in bad weather. Individual planes did acrobatics. Formation flights were made by up to four planes. The field was apparently occupied only by jet fighters with swept back wings since no conventional fighters, except for individual twin-engine planes, were seen flying. (5)
10. Only night flights were made between 10 and 16 June 1950. (6) The planes took off individually at intervals of two and more minutes. (4) A powerful, rotating searchlight, which did not light the landing field, was near the hangars. The searchlight was turned off when an American plane heading for Berlin was flying nearby. All planes in the air switched off their navigation lights which were red on the right side, green on the left and yellow at the rear. After the American plane had left, normal flying activity was resumed.
11. The AA emplacement was still on the western edge of the field. Motor vehicles [redacted] were observed at the field. The two cantonment buildings north of the field barracks were completed. One was a stone, the other a wooden cantonment building with a tar paper roof. Each building was about 200 x 10 x 5 meters.

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- [redacted] Comments.
- (1) The occupation of the field by MIG-15 jet aircraft was confirmed [redacted] The exact number of planes of this type is not known. The field is occupied by two fighter regiments. It is believed that each regiment is equipped with about 30 jet planes based on observations of other fighter regiments of the Twenty-Fourth Air Army.
 - (2) The radio station is probably an Adcock DF station.

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- (3) The present location of the radar set is not known. The operative personnel operating the radar set were previously quartered in the customs mill.
- (4) Night flights by jet planes in Zerbst are reported for the first time.
- (5) No transfer of conventional fighters has been observed. A small number of conventional fighters are still believed stationed in Zerbst.
- (6) [redacted] day flying on 12 June 1950. The [redacted] there was no flying on the other days between 10 and 16 June 1950.

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